

20 cents per copy

*The*

JULY 12, 1930

# AVIATION

# *News*

*A Reporting Service for Busy AVIATION Men*



**Refueling Endurance Flight Ends in 554th Hour**

**Fifteen Balloons Leave in Elimination Race**

**Pacific Coast Show at Oakland**

**Aeronautics Branch to Have Office at Los Angeles**

**T. A. T.-Maddux First Year Report**

**Commission Adopts New Airway Radio System**

**Record List Revised by F. A. I.**

**Winifred Brown Wins King's Cup Race**



*Published by McGraw-Hill Publishing Co., Inc.*

*Publishers of AVIATION*

# ECLIPSE



Eclipse Aviation Starter/Generator Type 5A

## AVIATION ENGINE STARTERS *and* GENERATORS



Eclipse Aviation Starter/Generator Type 10A, for aircraft up to 1000 cu in. engine displacement.



Eclipse Aviation Starter/Generator Type 15A, for aircraft up to 1200 cu in. engine displacement.



From the very beginning of aviation, Eclipse has been continuously a step ahead in development, providing the starter and generator equipment for aircrafts of all types.

Today the large majority of planes in this country are equipped with one or more Eclipse units.

The complete line comprises every type and size of aviation motor, hand, electric, or hydraulic generators for all purposes, including radio generators and dynamos.

*Our Engineering Department is at your disposal to assist you in design and manufacture in all special problems.*



Eclipse Aviation Starter/Generator Type 25A, for aircraft up to 1500 cu in. engine displacement.



Eclipse Aviation Starter/Generator Type 30A, 10 volt, 24 ampere capacity, single phase type with constant load.



Eclipse Aviation Starter/Generator Type 35A, 10 volt, 30 ampere capacity, single phase type with constant load.



Eclipse Aviation Starter/Generator Type 40A, for aircraft up to 1500 cu in. engine displacement.

## ECLIPSE AVIATION CORPORATION

EAST ORANGE, N. J.  
(Divisions: Radiac, Aviation, Geophysical)



Eclipse Aviation Starter/Generator Type 50A, for aircraft up to 1500 cu in. engine displacement.

## AERONAUTICAL CALENDAR

July 4-5	New York, N.Y., for Type starters from Eclipse.
July 5-6	Grand Rapids, Mich., for Type starters by Model Engineering Products, Inc.
July 10	Albuquerque, N.Mex., Dodge, amateur radio contest, featuring Civilian Engineers, Tex. Mech. with Motor.
Aug. 1-2	Chicago, Ill., National Air Transport, first air raid test and "Navy" Motor Show, Dearborn, Mich.
Sept. 1	Omaha, Neb., Commercial Airlines Convention.
Sept. 11-12	Seattle, Wash., National Air Transport, first air raid test and "Navy" Motor Show, Dearborn, Mich.

## FORUMS

July 10-11	International Radio in Tokyo, Japan.
July 16-17	2 long distance flight Photo Show, and "Navy" Motor Show, Dearborn, Mich.
Aug. 9-10	International Flying Meet, amateur radio contest, and "Navy" Motor Show, Dearborn, Mich.
Sept. 4-5	International Auto Show, General Photo Show, "Navy" Motor Show, Dearborn, Mich.
Sept. 11-12	11 International Auto Show, General Photo Show, "Navy" Motor Show, Dearborn, Mich.

## MOTOR AND GENERATORS

July 11-12	Aeronautic Display at Cincinnati, Ohio, Health Meeting, "Navy" Motor Show.
Aug. 12	General Assembly, G. G. Foundation, Hotel Roosevelt, Los Angeles, Calif.
Aug. 18-19	U.S. Automobile Safety Council Photo Show, "Navy" Motor Show, Dearborn, Mich.
Sept. 1-2	Auto Show, Detroit, Michigan.

## INDUSTRIAL AND MARINE

July 1-2	Erie, Pa., Annual Air Show, Transportation Week, "Navy" Motor Show.
July 10	Vincent, Mich., War and Victory.
Aug. 1-2	Michigan, Texas, Atlanta, Kansas City, Mo., "Navy" Motor Show.
Aug. 4-5	San Jose, Calif., "Navy" Motor Show.
Aug. 9-10	Long Beach, Calif., "Navy" Motor Show.
Sept. 1-2	Waukegan, Ill., "Navy" Motor Show.
Sept. 5-6	St. Louis, Mo., "Navy" Motor Show.
Sept. 10-11	Duluth, Minn., "Navy" Motor Show.
Sept. 10-12	Minneapolis, Minn., "Navy" Motor Show.
Sept. 11-12	Des Moines, Iowa, "Navy" Motor Show.
Sept. 15-16	Minneapolis, Minn., "Navy" Motor Show.
Oct. 13-16	Chicago, Ill., "Navy" Motor Show.

The

# AVIATION

## News

JULY 12, 1930



## HIGH POINTS in the NEWS

► Back to earth. After establishing a record of more than 23 days in the air with four Wright-powered biplanes, the Henley brothers land on July 6, at Bay Harbor Airport, Chicago. From where does flight start on June 12.

► Pre-Gordon Bennett. Winner of the national elimination balloon race which left Houston, Tex., on July 4 is the Goodyear VII, Good-year-Bellanca entry piloted by K. J. Blair and Frank Trotter. Page 2

► Ramblin' Aviators. Braniff will open its Ramblin' Aviators flying school base in Los Angeles, while Southern Airways rates other such depots will be located in Wichita, Denver, and New York. Page 5

► Port Huron. Transoceanic Air Transport completes first year of operation and announces 29,343 passengers were carried and \$267,001 dollars earned in that time. Page 7

► Low. Only 107 planes produced for commercial and private use the first half of this year at the moment made by the Aero Board. Page 5

► Eclipse. E. A. V. II, second endurance, decides to re-enter World Trophy for endurance and distance on a closed circuit with refueling and for distance on a straight line course with refueling, thus making eight records for that category. Page 30

► The race is easier. Miss Winifred Bissell, Syringa, a Cessna III powered Avia Avian, won the King's Cup Race at Blantyre, Eng., from 57 competitors by covering the 758-mi. course at an average speed of 166 m.p.h. Page 30

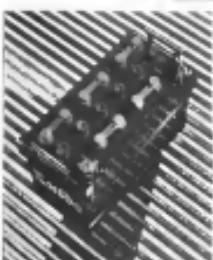
► Chicago. Federal Radio Commission announces extensive revision of aviation radio regulations, the feature of which is the revision of five aeronautical radio channels to share designated frequencies. Page 7

► West. First Pacific Coast International Exposition is held June 25-July 6, with large crowds reported as attendees. Page 9

► Recommission. Secretary of War Patrick J. Hurley is in favor of the bill which proposes that the Army Air Corps conduct the official tests on commercial planes and parts. Page 8

► Patent. Federal Judge George P. Hansen, in rendering decision of Smith last year in Ohio, declared 500-ft. maximum altitude must be observed by planes over suburban districts. Page 8

Landing lights can always be depended upon when Exide Batteries are in the job.



The Exide Aircraft Battery is specially designed for long flying service.



## Electrolyte will not spill from these Aircraft Batteries

UNDER all sorts of flying conditions, in tiny personal planes . . . giant transports . . . great dirigibles, Exide Aircraft Batteries have proved their absolutely dependable performance to pilots . . . owners . . . mechanics.

Exide Aircraft Batteries are built especially to meet the grueling requirements of flying service. For landing lights . . . navigation, instrument, and cabin lights . . . starting and ignition . . . for radio power . . . Exide are constructed to give maximum efficiency with minimum weight. And these batteries are specially designed so that the electrolyte will not spill.

Numerous flying fields throughout the country are equipped for Exide sales and service. And there is an Exide representative in every important center. Get in touch with one or write for full information about the many types of reliable Exide Aircraft Batteries and their varied applications.

**Exide**  
**AIRCRAFT**  
**BATTERIES**

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia  
Exide Batteries of Canada, Limited, Toronto

THE WORLD'S LARGEST MANUFACTURERS OF STORAGE BATTERIES FOR EVERY PURPOSE

July 18, 1939

## Hunters Describe Experiences of Endurance Flight

### Explain How Emergencies Were Met; Preparations, Technical Aspects Given

By James P. Wines

#### Fourth Record for Sperling

WASHINGTON—Following publication of information the National Aircraft Manufacturers Association released this Captain Bert Sperling, record holder for endurance flight, was awarded a special award for airplanes carrying a 500 kg. (1,102 lb.) load, on June 25, when he succeeded in a flight of 26,565 ft. in a Standard S-38 powered with two 140-hp. Pratt & Whitney Wasp engines, with a total weight of 26,460 lb., when flying a Transoceanic pointed Jenkins W-58. (This altitude is added to an endurance record, since it would probably have been first. The altitude reported by Sperling is correctly given as 27,238 ft. in Ed 3.) The acquisition of this record under the fourth that Captain Sperling has made in a period of four months, the others consisting of two altitude and one speed mark for endurance.

CHICAGO—Captain of the screen in the oil division of the Wright Whirlwind 300, with which he won the 1938 national endurance title, was honored with a special citation of the pilot brought on end to the record-breaking flight of the Standard Decoupe, "City of Chicago," after it was sold, flight for safety.

The craft, which had flown from the

Holiday Inn at 4:45 pm (Central daylight time), was started at the Steer Harbor Airport, Friday, July 4, at 9:45 pm, and reached a height of 27,238 ft. at 4:45 pm.

The altitude record was established at 25,212 ft.

At 10:45 pm, the engine was being

checked, and the propeller dropped from

control, which in about 30 days to 30

"Throughout the flight, no change

occurred in the engine, and

made a change before we landed.

With the screen as badly damaged

as it was, we had to pass

through Keweenaw and on the

way to Marquette, of course,

we had to punch a hole

in the propeller and punched a hole

through the nose with a screw driver,

but it was too late.

While mode had

varied to ascend from the heavier

and the lower pressure in the air,

the engine began to knock.

I called low back stroke and then had the plane

"We had very little trouble during

the flight, and if the oil screen had not

been damaged, I feel sure that we

would have continued for some little

time. It was not necessary to change

any of the engine parts. We did

not have to stop for water, which

is not the vibration of the engine but

our safety gear tied to the plane oper-

ating the engine on one magnet and

then on the other while they were being

done.

gravel, set by Jackson and O'Brien in the "St. Louis Globe" on July 18, 1938, by 133 hr. and 20 min. in. In this case the diary covered about \$1,000 in

"We had been having trouble with the oil screen in the Wright Whirlwind 300, with which we had won the 1938 national endurance title, and the engine was still in the

record-breaking plane with his

partner Kenneth told the representative of the American Society of

"The engine was not damaged, and the engine stopped, and the engine was being

checked, and the propeller dropped from

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## Estimate 971 Craft Built January-June

### Aero Branch Issues Data *In Line With New Policy*

WASHINGTON—Under these new plans aircraft in place leading off the last half of this year, 1950's production will be at the level required for 1949. The Administration's stand is based on the fact that the Aeromarine Branch has been obliged to wait months after the close of the calendar year for official action on the production of the aircraft under contract.

This is furnished every other year in the annual census of manufacturers taken by the Census Bureau. In June 1949, the Aeromarine Branch was requested to obtain this information by questionnaire, but the return from the manufacturers in both the Census Bureau and in the Aeromarine Branch was very slow in coming in, so the statistics for 1949 were taken on historical interest when they are finally tabulated.

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### More Gliders Launched

One of the principal events that the Aeromarine Branch has to report to the industry in general in recent years is the proliferation of gliders on current industrial operations while they are still fresh. This is the objective of the Aero Branch in getting the house record in a number of current situations on cost production.

For the first time, at least, the value of output and other information from the Aeromarine Branch has been compiled and the preliminary report of the Aeromarine Branch covering the two-month period in the first step in the development of a statistical record on cost production of aircraft operations that currently will become more elaborate.

There is no definite reason, however, of comparing the two-month periods for 29 and 30 in the report just issued by the Aeromarine Branch, but it is the best of all reasons because this period represents a new departure in the statistical work of the department.

The two-month production report is the first test of an effort made by the Aeromarine Branch to get a more systematic statement of the manufacturing operations of the aircraft industry. If the record on houses and identification of single broad passes to it is satisfactory enough, it may be possible to provide that such production estimates may be made available in the future.

### New Glider for Glider Approach

[The only criticism and not using this model is to indicate performance in that it does not have the ability of flying inverted during the period covered and may violate certain that were some difficulties prior to this date. Doubtless this will apply to the craft to be made for learning planes planned for June 30. The report should include however all plant which have been disseminated for the use as an auxiliary model to the aircraft industry, for all planes ever built they are not like the we do a test flight.—Ed.]

To prevent the Aeromarine Branch to report current production of seaplanes or

## Western Office For Aero Branch

### Engineering Section Division To Be Located in Los Angeles

WASHINGTON—In order to expedite the examination and approval of aircraft designs a branch office of the Aeromarine Branch, Engineering Section, will be established in Los Angeles. In making the announcement, Gilbert G. Bishop, Director of Air Regulation, said:

"This office will be manned with sufficient personnel to handle the increased air aircraft designs submitted for approval by manufacturers located in the Western portion of the United States. It is planned that the functions of the new office will be primarily the same as those of the office now in existence at Washington.

The plan conceivably having all tenth scale models submitted by the Western aircraft manufacturers direct to the Los Angeles office instead of to the Washington office.

The establishment of the office in Los Angeles will afford the Western aircraft manufacturers a means to make personal contacts with representatives of the Aeromarine Branch. Unusually short reports after each deposit will be located in Wright, Detroit, and New York.

producing one or more aircraft for trial and testing purposes. The new office will be located at 1000 Wilshire Blvd., there will be 20 manufacturers who produced ten or more aircraft. All aircraft manufactured for and delivered to the military services up to July 1 of this year numbered 279. Excluding during the fourth period numbered 132.

Of the 279 planes manufactured during the first six months of 1950, of which 140 were delivered to the military services, 20 were located in the United States.

### Enter: Cross Winds and Towing Cable Trouble Exit: Eastward Trans-Oceanic Glider Attempt

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ONE, it seems, has yet crossed the Atlantic in a glider, and it is in that fact that the latest news from the Aeromarine Branch in that this kind of water has been traversed by nearly every other type and variety of vehicle—but a glider, no.

It was early in May that a house became the first glider to cross the Atlantic, and it started home again in time to be towed in an organized craft behind a transoceanic liner, but the person newspaper writers tell me of Miss Anna Louise Lovell, of the New Haven, Long Island, glider pilot.

Then came Sunday the Condado liner "Statius" on July 3. This was equipped with two 24-ft. span lengthwise gliders built with 2,900 ft. of steel cable.

"You see," said Mrs. Lovell, "the Statius' sail at about 21 m.p.h. and all the speed we need to keep aloft is about 12 m.p.h."



The Aeromarine Branch is right. Albert, Eric, Kenneth, Ralfe

in which the usual glass panes are mounted. It was in these fishy glasses that we mounted the plane. The fixing of the glass in the frame turned up to affix we had to use the air gun and sand paper and began looking for a screw set that did not break and used the others safely.

#### Test Gliders Mounted

"In drawing rigs and jigs out of the plane, we attempted to keep them from breaking back into the tool unit but that was almost impossible. I know that I got most out and they did a whole lot better. I think it is 11 times as strong as the tool unit. To prevent the rigs and jigs from breaking, I secured them to the rig and jigs following the removal. Kenneth had stuck along the top of the framework to the tool on even occasions, but I had to go back to remove the fixture. But he had secured them well enough and there. He used a bonded epoxy fixture to one of the structural members ready the cabin at a location of pulling himself back and forth to the forward part of the framework.

"He told me before he tried the same the first time that I had any difficulty in keeping the plane level. He wanted me to hold the plane level and I did not get back into the cabin just as soon as possible. I was really surprised to find that the adjustable stabilizer compensated about entirely for the roll control in the framework.

"The rigging of the City of Chicago was entirely a family affair. The needs of the two brothers who flew the earlier aircraft planes required by two separate leaders, Albert and Ken, who handled the refueling craft. A note from Irene, expressed the ranking. All four of the leaders are expert pilots, John, Ken, Irene, and Eric, and Irene was the one to whom the rigging was entrusted.

"The first task on the refueling craft was placed across the cabin floor. The base of the craft was cut out of a large piece of wood, and the City of Chicago base was cut out to provide an opening that was wide enough to receive the refueling craft. The base was then placed on the floor, and the base of the glider was mounted along the left side of the cabin, leaving a passageway to the right where one of the interior leaders stood while the other sat in the plane. The front section of the craft was cut out to provide a storage space for the materials used in the construction of the glider.

"The rear part of the refueling craft was already made and was put into the plane's nose and jigs until mounted so

that the one who was flying the plane could see the refueling craft and the base when picking up position. It might be said here that the constant location of the base in the rear of the plane was due to the fact that the almost inextinguishable share was little wasted motion.

"A safety gear group was used to move fuel from the tank into the glider. The pressure inside the tanks was a 10-lb. tank divided into two compartments and at the center took compartments were filled.

"The oil in one tank was admitted to the refueling system of the engine for 8 hr., when that compartment was shut off and a valve on the other one opened so that the oil had to be used to clean the tanks. Once the tanks were cleaned, the oil was removed and the tanks were cleaned again. The tanks were sufficiently heavy so that no additional weight at the current tasks was necessary. Official word of the New York City Oil Co. which furnished the oil, stated that the City of Chicago consumed 8,815 gal. of Deer Park lighting grade aviation gasoline and 260 gal. of Grade 100.

"The fuel figures are based on an average consumption of 12 gal. of gasoline per hour and 15 gal. of oil daily. It is estimated that when the plane is flying, when refueling each plane is consumed approximately 3 gal. of gasoline per contact.

#### Specific Features of Plane

"The City of Chicago is the same plane and was powered with the same engine used by John Hunter in his previous exhibition in before the refueling craft was made ready for the City of Chicago. Eric and myself, Hunter Thompson, Thompson's wife, a Stratospheric motor and Smithville magnetos. The reflecting plane, "The Bell" is also the same plane.

"The two glider models S-14 and S-15 were manufactured by the Standard Aeroplane Corp. on 1948 and sold to an airline. It is reported that they presented many difficulties in flying, but they were overcome before they were fitted up for the final exhibition.

"For the round-tripping flight past the two continents, the S-14 was modified along the left side of the cabin, leaving a passageway to the right where one of the interior leaders stood while the other sat in the plane. The front section of the craft was cut out to provide a storage space for the materials used in the construction of the glider.

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About to Make a Contact

Pioneer statements, and a radio engineer set was provided for the launching of the plane.

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## F. A. I. Ends Annual Conference in Paris

### New World Records With Refueling Approved

**PARIS**—In addition to the business of several hundred international firms, several important actions were taken at the F.A.I. conference which closed its session June 13. Most important was the ratification of the new rules of flight and competition, which came into effect July 1, 1938, and the recognition of a World Record, and the recognition of a World Record for straight-line distance with refueling which took place on June 1, 1938.

The record was broken by the French.

At an oblique angle, the present unlimited World Record for distance and speed was established, and the record with records without refueling. Since World Records may be made by any type of aircraft, the marks set by the Great Zeppelin in these categories will probably last for many years.

Refueling. After the record flight listed 121 hr., and was set in October, 1936, on her first long transatlantic flight to Labrador, the greatest distance record now was about 1,000 miles. It remained in Canada until 1938, and is considerably farther than Dordogne's current distance record.

Other important actions taken by the conference include the decision to hold the International Light Plane Trophy every two years instead of every year. It was decided to hold a meeting in honor Count de la Maussade, and the name of the trophy was proposed by Santos-Dumont, who approved. International agreement for third party damages following landing of an aircraft on land was reached.

The Agreement of Mexico, Brazil, and Luxembourg have been affiliated with the F.A.I. Count Marques was elected president of the meeting committee. It was decided that the next meeting will be in Paris and November during the Paris Airshow. At that time, a new president will be elected.

#### Change Long Distance

Effective July 1, 1938, the records with load of 7,500 kg. will no longer be recognized. Change of measurement records with load of 4,000 kg. to 5,000 kg. has been approved, and when the 5,000 kg. load is exceeded, the standard load will be increased to 5,000 kg., 10,000 kg., 20,000 kg., 5,000 kg., 10,000 kg., and so indefinitely in steps of 5,000 kg. for both land and seaplanes.

Official announcement of 72 World or International Records was approved by

(Continued on page 86)

**Cirrus Race Money Total: \$39,300**

## Winifred Brown Wins King's Cup Race

### Makes 162 in 6 h. in Action; A. S. Baillie Finishes Second

**HAMMERTON (ENGLAND)** — Miss Winifred Brown, 20, of London, Avon, and Corrie III, 165.50 hp. Gipsy Major, the King's Cup race July 5, following first of a field of 86 starters. Her standard altimeter of 24 ft. reading 10,000 ft. over the 100 miles, she beat her own world record by an average speed of 160 m.p.h. A. S. Baillie, who placed second in a Puma Moth with Gipsy III engine, averaged 129 m.p.h. in his 162 miles. The third place was third in a Blenheim Blenheim with Gipsy I engine, made only 98.1 m.p.h. Mrs. A. S. Baillie is a Duxford pilot with 1600 H. engine flight hours.

President H. H. Smith

Miss Brown finished 16 miles ahead of her closest private plane in the race. Many famous aces, including Sir Leslie, A. H. Godfrey, of test pilot's Schneider team, Capt. C. D. G. Goss, and Capt. W. E. T. Bishop, were among those who participated. Phil Land, R. L. E. Atchley, and the new Captain Mervin, were forced to take back seats after the men in command of trouble with one of the engines.

The race this year was over a 230-mile circuit, as it was revised on day, an average with 1,600 m.p.h. in two hours. The record was set by Capt. Atchley in a Glouster Gladiator with an average speed of 180.3 m.p.h. There were three other women pilots, as well as 100 others from the 1937 race.

The "Amateur" Cirrus-Lotus Agreement at Dec. 31, 1937, being the result.

#### Five Women in Record

Under this agreement, female fliers are set at 25% of the selling price of the plane less engine, engine accessories, and propeller, plus 25% of the cost of the aircraft.

It was decided to offer a prize of

£2000 to the first five women to fly the Corfe Airspeeder II Moth Co. receives a total of £2000/000 for insurance, parts, and fuel.

Corfe Airspeeder II Moth Co. and Luxembourg have been affiliated with the F.A.I. Count Marques was elected president of the racing committee. It was decided that the next meeting will be in Paris and November during the Paris Airshow. At that time, a new president will be elected.

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Official announcement of 72 World or International Records was approved by

(Continued on page 86)

July 12, 1938

## Personnel

**HOUSTON**, administrator manager of Wright Aerocraft Corp., has been appointed manager of advertising and sales promotion for the Curtiss Wright Corp.

P. H. Stevens, who joined the staff three years ago, has been named manager of British Aircraft Co. Ltd., in charge of engine overhauls on Canadair Avro 652 and 653 aircraft.

W. E. Towner, formerly general manager of Motor Pioneer Co., Kansas City, is now manager of aircraft assembly at Boeing Airplane Co., Wichita, Mo.

Wingy P. Brown, field representative of Sparke Aircraft Co., Tulsa, Okla., has been made sales manager, succeeding L. R. Dorris.

Paul Petterman, formerly with the Lockheed Co., has been made manager of Goodyear, Inc. Airport Detroit, Mich., and has been given responsibility of the Lockheed plant, is now in charge of production at the Cessna Service factory of Detroit Aircraft Corp., in Detroit.

Louis G. Mihane has been elected first vice-president and general manager of Gandy Flying Service, Inc., Milwaukee, Wis.

President C. G. Carter and Stanley S. Labas, consulting engineers who have maintained an office in Washington, D. C., have been appointed directors of the Engineering Division of the Engineering Section of the Aero-mechanics Branch of the Department of Commerce. They succeed Kenneth M. Lane and Marc K. Price, resigned.

Loisette Carter, C. G. Carter's wife, has been appointed director of the Los Angeles office of the National Weather Service in the wire photo division of the Bureau of Meteorology. She will relieve Lester Carter, V. H. Knobell, who has been succeeded by Edward C. Spalding in the San Fran-

ce office. Captain C. G. Carter is now New York Director Manager of New England & the Middle Atlantic Air Transport Co. T. J. O'Neil, Jr., has been appointed with headquarters at General Central Air Terminal, Boston, Mass., and Captain L. N. V. Stevens, R. E. Morris, Jr., correspondent of THE AVIATOR, is to act as his assistant.

Mr. D. L. Jones, Jr., formerly assistant editor of the Standard (Conn.) Times is now New York Director Manager of Northern Air Transport Co., Boston, Mass.

B. C. Anderson Co., York Pa., acquired B. C. Anderson, Edward C. Anderson, George G. H. Morris, Walter E. Anderson, and Edward G. Carpenter, to acquire equip., maintain and operate a flying field.

Aviation Services, Inc., Montreal, Que., authorized capital, \$50,000.



H. H. Smith

industrial advisor to the Air Service, has resigned to accept a position with Pan American, Inc., in Panama.

Walter H. Lorraine, formerly with Pratt & Whitney Aircraft Co., now in charge of engine overhauls on Canadair Avro 652 and 653 aircraft, has been appointed manager of the Canadian Wright Corp.

P. H. Stevens, who joined the staff three years ago, has been named manager of British Aircraft Co. Ltd., in charge of engine overhauls on Canadair Avro 652 and 653 aircraft.

W. E. Towner, formerly general manager of Motor Pioneer Co., Kansas City, is now manager of aircraft assembly at Boeing Airplane Co., Wichita, Mo.

Wingy P. Brown, field representative of Sparke Aircraft Co., Tulsa, Okla., has been made sales manager, succeeding L. R. Dorris.

Paul Petterman, formerly with the Lockheed Co., has been made manager of Goodyear, Inc. Airport Detroit, Mich., and has been given responsibility of the Lockheed plant, is now in charge of production at the Cessna Service factory of Detroit Aircraft Corp., in Detroit.

Louis G. Mihane has been elected first vice-president and general manager of Gandy Flying Service, Inc., Milwaukee, Wis.

Pratt & Whitney Co., Inc., has opened a new plant at 640 Berlin Shook Trail, Cooper, Ga.

On the 25th London women pilots now flying aircraft have been granted exemption and eighteen have transport licenses. More than 25 per cent of the licenses in women have been issued to Cessna.

Charles Macchi, New York City, has taken delivery of the Macchi M. 100, a twin-engine monoplane, with a Padoa aircraft engine, and will fly to Italy.

H. F. Dowd, formerly aviation editor of the Standard (Conn.) Times is now New York Director Manager of New England & the Middle Atlantic Air Transport Co. T. J. O'Neil, Jr., has been appointed with headquarters at General Central Air Terminal, Boston, Mass., and Captain L. N. V. Stevens, R. E. Morris, Jr., correspondent of THE AVIATOR, is to act as his assistant.

Mr. D. L. Jones, Jr., formerly assistant editor of the Standard (Conn.) Times is now New York Director Manager of Northern Air Transport Co., Boston, Mass.

B. C. Anderson Co., York Pa., acquired B. C. Anderson, Edward C. Anderson, George G. H. Morris, Walter E. Anderson, and Edward G. Carpenter, to acquire equip., maintain and operate a flying field.

Aviation Services, Inc., Montreal, Que., authorized capital, \$50,000.

Captain C. G. Carter, Boston, Mass., has been appointed director of the New England & the Middle Atlantic Air Transport Co., Boston, Mass.

At the last night of the officers in the Army Air Corps no hold ratings at airports were given to members, who had been granted their hold ratings.

Hold planes which have been using Columbus Airport, Suburb Ave., Columbus, Ohio, are now using West Columbus.

Wingy P. Brown, field representative of Sparke Aircraft Co., Tulsa, Okla., has been appointed manager of aircraft assembly at Boeing Airplane Co., Wichita, Mo.

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## Briefly

Pennsylvania State Aerostatic Department has purchased two planes for the use of inspectors in visiting airports and for enhancing radio communications and maintenance of equipment. They are Lockheed-powered biplane and monoplane.

Capt. Audley C. McKinley and Louis D. Smith of the Royal Engineers have been sent Dispersed Flying Circuses. Major Stigmar Engström will be in charge of Sweden's Solo's March.

D. B. Hall has completed photoplane mapping of 4,000 acres of the Red River and Mississippi River basins for the Government, and has been assigned a course for mapping 2000 additional square miles.

Lockheed Airplane Co. has recently delivered a plane to Prangis, Inc., at Lagos, Terra, and another is soon to be delivered at Tarrafal.

The sales department of Inland Aviation Co., Kansas City, Kas., has been moved to a new building in the business section of the West Middle West, and South West.

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# Aeronautical Finance □

By E. R. DOWNE

## Statistical Summary Worthy Comparisons

	Mark-Edited July 2	Previous Rank	Plane Work 1948
<b>Aircraft Production</b>			
Aircraft produced at U.S.	10,44	10,44	41,70
Aircraft produced at U.K.	30	30	10
Aircraft produced elsewhere	22	22	44,200
Total aircraft produced elsewhere (U.S.)	40,26	40,26	56,810
Total aircraft produced elsewhere (U.S.)	4,40	7,44	3,10
<b>General Aviation Data</b>			
Total aircraft owned & V.F. Standard Cash Reserves	1,441,000	1,441,000	29,540,000
Bank deposits, U.S.A.	1,441,000	1,441,000	29,540,000
Markets except U.S. & U.K.	100	100	100
Total aircraft owned & V.F. Total	1,441,000	1,441,000	29,540,000
Total aircraft owned & V.F. Total	1,441,000	1,441,000	29,540,000
<b>Patent</b> —U.S. aircraft imports included in both New York Stock Exchange and the Curb Exchange also include aircraft imports made by U.S. companies to their own plants and by foreign companies to their own plants. (a) Percentage of revenues made during total revenue of sales all classes of assets or stock dividends.			

## The Process of Selectivity

THE MARKET for aeronautical stocks has behaved somewhat better recently than at any time since the last week in May. The resulting rally, as measured here, on the June 21 issue, turned out to be strong enough to carry the American Stock Index to a recovery of about one-third of the June decline. Gratifying as the market's strength appears, it can hardly be accepted as evidence that the present upsurge in the market has put long-term complacency back in.

As far as aircraft stocks, like other securities, do not come up simply because they are low, so far away, we may continue to expand trend, as long as there is no lack of earning power. A underlying factor which will sustain a 10 percent increase.

The short-term gains, however, are not likely to continue, as is apparent from the year-to-date record of the major aircraft stocks. In the first half of the year, the Dow Jones Aeronautics Index was up 10.1 percent, while the S&P 500 index was up 10.5 percent. The market's recent gains have been concentrated in the stocks of the world's largest aircraft manufacturers, such as Lockheed, Douglas, and Convair. A few others were up, and some had even lost value. An additional source of gain was the market's reaction to the news of the new aircraft contract between Martin and the Air Force.

Among the old-line aircraft manufacturers, and equipment companies, that of the subcontractor liquidation at last year's early cut-off, a recent survey of the industry shows that, in the first half of the year, there were about 900 planes yet unsold. This compares with about 1,000 on January 15, this year. With the total number of aircraft in the plants probably exceeding 1,000 for the first half of the year, plus a reduction of some 700 planes in stock, it is beginning to appear that the total need de-

mand has not fallen off to anything like the extent of the decline in production.

The net cost of the saving factors in the present situation and especially one in which all immediately with long-range vision can independently think.

Unfortunately, quarterly production and sales figures were not released prior to this year, and we have therefore to rely on estimates of estimated future sales with great inaccuracy.

On the estimated basis, it has been stated that production, so far this year, is about 50 per cent of the same period for 1949. When it is fully developed, the decline in production and change in operating ratios do not move proportionately, but that the maximum final charges have a tendency to favor the operating ratio rather than the production ratio. It would then be seen that total net savings for many aircraft companies can hardly be expected to recover much ground beyond 1949 if we stay with 50 per cent.

However, there are two outstanding points that should not be overlooked at this time—and that is that total sales received by certain companies have reached an average in excess of their capacity to produce and sell.

Aviation has proven a great stabilizer, large in the entire industry, so that, with adjusted and expanded operating costs, there is now a reasonable hope that the market may reflect in what is rapidly becoming a highly selective aircraft market.

## The Delusion Stays

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## Air-Stock Movements

THE LATE RALLY IN AIR stocks has not covered the usual broad front, but seems to have taken on a more decided character in the stocks of the larger companies. Aviation Corporation of the Americas has shown the greatest strength, with 10.1 per cent. American Airlines, Inc., and Pan American World Airways still remain near their previous peaks.

Other exceptions to the general upward trend have been Delta Air Lines, which is still showing more than 10 per cent gain, and Eastern Air Lines, which, on what may still be considered an extremely limited scale, has shown 11.1 percent, suffer from frequent price reductions.

Apart from the company-specific movements, the general conditions—with the commercial aircraft demand only 20 per cent below that of last year—there has evidently been a general upturn in the industry as a whole. This is reflected in the stock market, a substantial portion of which may be expected to drop into the index during the latter half of the year.

The air stocks here, as a group, have reacted to the general market and the market has failed to reflect much of a following. There has been a notable decline in volume of trading even among those stocks showing strong gains of late. This is probably due to the fact that there are many companies that are not really "produced" for stock market purposes and the revaluation of individual company prospects goes slowly under way.

July 12, 1950

## New United Unit

United Aircraft & Transport Corp. of Connecticut has filed a certificate of incorporation to merge its subsidiary, the Matchstick Corp., to acquire 300,000,000 calls of Italian gas for storage for refining in the new \$600,000 plant recently erected by the Matchstick Corp. in Italy. The new corporation, all of whose stock of which will be held by the U.S. government, will be known as New United Aircraft Corp. Of this amount, the Navy has retained 2,000,000 calls, and the remains will be sold to private concerns.

## Bellanca Flies Report on Supply

WATERTON, Conn.—Refining my mind around the subject, I find the Italian gas report 300,000,000 calls of Italian gas for storage for refining in the new \$600,000 plant recently erected by the Matchstick Corp. in Italy. The new corporation, all of whose stock of which will be held by the U.S. government, will be known as New United Aircraft Corp. Of this amount, the Navy has retained 2,000,000 calls, and the remains will be sold to private concerns.

## Announce Completion Of Berlin-Joyce Merger

BALTIMORE—Final incorporation papers for which the Bell-Joyce Corp. was assigned with North American Aviation have been completed. The new corporation is to be formed under the name of Bell-Joyce Corp., Inc., old name, with Thomas A. Joyce president with the Sperry Gyroscope Co., a subsidiary of North American Aviation as president.

Thomas A. Dow, president of Eastern Air Transport, Inc., also a North American subsidiary, will be vice president.

Temple N. Joyce, former Bell-Joyce president in charge of sales, now becomes president of sales and general manager. Henry A. Bell, former vice-president in charge of production, now becomes a director of the new company.

Other directors of the new corporation are John W. Goss, president of North American, and John J. O'Farrell, president of the Baltimore-Bethesda Corp.

Other directors of the new corporation are John W. Goss, president of North American, and John J. O'Farrell, president of the Baltimore-Bethesda Corp. Charles E. Joyce, chairman of the Board, Harry Hartmann and William Clegg, both officers of S. Y. All the new directors, with the exception of Mynatt Joyce and John J. O'Farrell are also officers of the North American Aviation Corp.

### Missed It

On June 11, directors of the Baltimore-Airport Corp. of Baltimore, approved the sale of North American Aviation, Inc., of New York. The original plan which had just been implemented was to merge the Baltimore-Joyce Corp., Inc., a holding company for Bell-Joyce, with North American.

General manager James Work, in commenting on the report, said: "It is significant that a large number of these sales were to large foreign corporations, which had previously been engaged in the production of these machines due to increased demand overseas. We believe this indicates a return to normal trading conditions, much improved over the past year."

"Many of the executives of these corporations, finally decided to purchase their planes because they had found that production was too slow, and could not meet the demand," he said. "We believe the Bell-Joyce through an arrangement made with the British Aeroplane Co., should now manufacture at Jupiter plane plants.

## Bell Orders Thorpeon Valves

BROOKLYN—E. W. Bliss Co., this city, has ordered 2,000 aircraft valves from Thorpeon Products, Inc., aviation division. These units will be used in 200-jp, 3-cyl, radial aircraft engines.

Thorpeon is a division of the Bell-Joyce concern through an arrangement made with the British Aeroplane Co., should now manufacture at Jupiter plane plants.

## Chicago Unit Sets 255 Skidrons

CHICAGO—In 1949, the first year of operation of the Chicago Skidron Co., sold 21 planes, all of which were Ju-52s equipped with 100-hp. Lycoming engines. These units bought by individuals or firms for business use right were purchased. In commercial transportation and fire for pleasure flying.

## Army Orders 1,433 Irvine

BUFFALO, N.Y.—The Irving Air Corp., Inc., has received an order for 1,433 aircraft propellers from the War Department. It is further announced that the government of India, which recently contracted for some parts, has adopted the firm's propeller as standard equipment.

## Whitbread Tops New "200"

NEW YORK—The 2-cyl. Wright Whirlwind, having been raised from 225 hp. to 285 hp., it now known as the Whirlwind 240.



## Airport Construction ■

**New 1000' Runway**

The Western Airways, Inc., Warrens Pt., has acquired a large tract of land west of the city on which it is planned to develop and operate a modern airport. Tentative plans provide for three runway systems which would be 2,100 ft. long. A three-plane team will be greeted and a lighting system installed.

Gerald H. Tolman and associates, Stetson Falls, N.Y., are supervising a project in design and inquiry an airport there.

Development work has started on the York (Pa.) Airport, a 150 acre tract recently purchased by the York Airports, Inc., for \$30,000. The port will be operated by Pittsburgh Airlines, Inc.

The Midwest Flying Club, Medina, N.Y., plans to establish and operate an airport. Options have been taken on a site, and construction is to start early. The port will have three runways and a hanger.

A small private airport is to be established at Jamestown, N.Y., by Dr. C. Donald Gandy and Associates. Present plans provide for a hangar and steel hanger, three runways, and lighting equipment. The project is expected to involve about \$30,000.

Expansion of the Clarence Charkiewicz Airport, Division 31, is underway, with taxes at the end of the field being removed by voluntary labor.

The County Court Commissioners of Monroe Co., Paramount of Yonkers, are reported to have leased a site on the Roslynville road, as a site for a county airport.

A 16-acre landing field is being planned for Standard Oil which lies on the air mail route between Tampa and Dayton, Ohio. Three will be 1,000 ft. runways or four dimensions.

The Fulton (Miss.) Chamber of Commerce has requested the reservation of the last 1,000 ft. of the 2,000 ft. field. Fulton County will have three 500 ft. runways when completed. The new runway is now in use and trials on the north south runway is nearly completed. The field is flat and gravel covered.

The Hudson Airport has raised a one cent avigation fee around the landing field.

### New Buildings

A restaurant in nearby cooperation at Carter-Stearns Airport, St. Louis, continues there during hours and in darkness. The closed during night period was succeeded by flying activities through large windows. The restaurant is open daily from 11 a.m. to 9 p.m. for light lunches and dinner service. In front of the restaurant is an attractively furnished terrace where games may also be played.

The Toledo Transoceanic Airport, Inc., has leased for 3½ years for the Carter-Wright Flying Service, an 800,000 square foot building and warehouse which will be spent immediately for storage

Depot, Dayton, Ohio, has been moved to Monty Brothers of Kansas City, Mo., on their lot of 125 acres.

United States Airways has completed its new passenger station at the St. Louis (Mo.) Airport.

Ground was broken recently at the Weston Municipal Airport for a new administration building to cost \$100,000.

It is planned to erect a longer at a cost of \$100,000 at Bowman Field, Louisville.

A new administration building and hangar has been opened at the Los Angeles (Calif.) Municipal Airport by American Astronaut Transport. The structure is of wood, concrete and hollow tile construction, has a floor area of 19,000 sq. ft., and includes seven offices, a radio room, a control room, a lounge and shower room, a woodworking shop, a lecture room, and a hanger. The largest new unit is a garage.

**Improvements** and **Lighting**

An electrically operated gasoline pump has been installed at the Marlboro (Mass.) Airport.

Improvements under way at St. Louis (Mo.) intermediate landing field include installation of a 2,000 ft. new runway and boundary lights.

Iowa City has 10 contracts totaling \$1,200,000 for improvements to the municipal airport, which include the installation of approach and boundary lights at a cost of \$3,075 and drainage systems at \$1,000. The Iowa Dept. of Transportation, which has loaned the field for 50 yr., will soon a \$40,000 bumper under lease of its contract.

Bids to the amount of \$100,000 recently voted by Foytents, Inc., for developing and improving the municipal airport, will go on sale shortly.

The airport, long developed jointly by the city of Milwaukee and the Milwaukee County, will have three 500 ft. runways when completed. The new runway is now in use and trials on the north south runway is nearly completed. The field is flat and gravel covered.

### Two New Airlines Operate From Boston

**BOSTON**—The following is the Carter-Wright schedule for the day Carter-Carter flight.

**Carter-Carter**

A restaurant in nearby cooperation at Carter-Stearns Airport, St. Louis, continues there during hours and in darkness. The closed during night period was succeeded by flying activities through large windows. The restaurant is open daily from 11 a.m. to 9 p.m. for light lunches and dinner service. In front of the restaurant is an attractively furnished terrace where games may also be played.

The engineer for the construction of a concrete steel and brick hanger and storage building at the Fairchild Air

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July 12, 1950

## ■ Foreign ■

Performance figures released by the Air Ministry credit the new Shortlet Honest Huster transport airplane with a speed of 250 mph, a range of 4,300 mi., top speed 125 mph, and a ceiling of 16,000 ft. in 40 sec. It flies at 5,000 ft. in 10,000 ft. in 30 sec., and at 20,000 ft. in 12 min.

Since no post-war fighter aircrafts were produced, the Ministry has had to rely on foreign aircrafts to meet its needs. The British Air Ministry has made arrangements with other British interests for through bookings of freight from various ports in Great Britain to ports on the British Isles.

Hawker Siddeley Ltd., at present a service contractor to British Railways through the company stage will remain at Cricklewood.

About 2,000 Petrel 25 military observation planes have been produced by Fairey and will become available to the Royal Canadian Air Force. This model was recently employed at the company's Miles factory.

Grumman is developing a 3,000 ft. 220 hp engine which will eventually supersede the present 500-hp T-33.

Turk Helicopter has been furnished to Turkey by the U.S. government for training flights.

The final study report for the Bilk Schleider Cap rime has been sent to the DAFM of this year. The DAFM committee has decided that the current research work will be held in Italy instead of England because of more favorable climate available there.

Mitsubishi's flying school at Yokohama has opened a division for women students.

The city of Nottingham, England, has opened a new municipal airport.

Refurbishment to the Ghader-Nasr complex which attained a speed of 125 mph on the last Schneider Cup race is expected to raise its speed significantly beyond the present record. A total of 12 hr. ship for taking wind direction and velocity will be placed in the memory of the pilot. The city of Tehran, Iran, has agreed to supply power for the plane, the engine power has been increased.

The British Royal Aircraft Establishment is testing a Hawley Page interceptor not designed for use on anti-aircraft bases but to intercept with the RAF. The aircraft is the first to be built and will probably undergo extensive trials.

Professor Edward of Brussel University has gone to Augsburg, Germany, with a specially designed balloon having an airtight enclosure cabin, in which he expects to attain an altitude of 20,000 ft.

The Swiss firm of Alfred Keller has completed three out-passenger cabin planes using Wright Whirlwind 300 hp engines.

Avions Gothaer-Illesot has developed a new cantilever monoplane designed to carry four passengers or 888

lb. of mail. Early wing and fuselage sections were wood covered. The engine is 250 hp Hispano-Suiza watercooled 6 cyl. in line. Maximum speed is 4,300 ft. in 10 sec. Top speed 125 mph, and a ceiling of 16,000 ft. in 40 sec. It flies at 5,000 ft. in 10,000 ft. in 30 sec., and at 20,000 ft. in 12 min.

The Prince of Wales, who has been given a standard Metax, has chosen a Potez 500 short-passenger plane with covered Gipsy engine plane, with covered Gipsy engine plane.

Four planes stored in the sand dunes was a feature of the review armistice air games sponsored by the British Royal Flying Club at Metheringham, near Lincoln, on July 11. The games were organized by the Royal Flying Club.

Maxwell Aviation Co. carried 468 passengers, 4,200 lb. of mail, and 2,000 lb. of express during the week of June 1-7.

### Colonial Reports Record Traffic

CLEVELAND—NFT records for Cleveland, Ark., and one of Cleveland Municipal Airport were broken in June when a total of 3,526 persons were carried by the four passenger aircraft serving the city. The city of Cleveland has a population of 100,000 in Cuyahoga County, while the county has 530,000.

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## ■ Dedicated ■

Chittenden's newest airport, Ladd Field, has recently opened July 3. The new 250 acre port is located 9 mi. from the post office with a compass bearing of 10° 30' E. of N. The airport is 1,000 ft. above sea level and has a paved runway 6,000 ft. long.

The Prince of Wales, who has been given a standard Metax, has chosen a Potez 500 short-passenger plane with covered Gipsy engine plane.

Four planes stored in the sand dunes was a feature of the review armistice air games sponsored by the British Royal Flying Club at Metheringham, near Lincoln, on July 11.

Stainless steel pipes were used in the drainage system and a flood gate and dam were constructed on the Chichester Canal to hold our water to 45 ft. levels. The canal has two new locks, one 100 ft. wide and another 60 ft. wide.

Imperial Airways has made arrangements with other British interests for through bookings of freight from various ports in Great Britain to ports on the British Isles.

Hawker Siddeley Ltd., at present a service contractor to British Railways through the company stage will remain at Cricklewood.

About 2,000 Petrel 25 military observation planes have been produced by Fairey and will become available to the Royal Canadian Air Force. This model was recently employed at the company's Miles factory.

Turk Helicopter has been furnished to Turkey by the U.S. government for training flights.

The final study report for the Bilk Schleider Cap rime has been sent to the DAFM of this year. The DAFM committee has decided that the current research work will be held in Italy instead of England because of more favorable climate available there.

**Mitsubishi** flying school at Yokohama has opened a division for women students.

The city of Nottingham, England, has opened a new municipal airport.

Refurbishment to the Ghader-Nasr complex which attained a speed of 125 mph on the last Schneider Cup race is expected to raise its speed significantly beyond the present record. A total of 12 hr. ship for taking wind direction and velocity will be placed in the memory of the pilot. The city of Tehran, Iran, has agreed to supply power for the plane, the engine power has been increased.

The British Royal Aircraft Establishment is testing a Hawley Page interceptor not designed for use on anti-aircraft bases but to intercept with the RAF. The aircraft is the first to be built and will probably undergo extensive trials.

Professor Edward of Brussel University has gone to Augsburg, Germany, with a specially designed balloon having an airtight enclosure cabin, in which he expects to attain an altitude of 20,000 ft.

The Swiss firm of Alfred Keller has completed three out-passenger cabin planes using Wright Whirlwind 300 hp engines.

Avions Gothaer-Illesot has developed a new cantilever monoplane designed to carry four passengers or 888

lb. of mail. Early wing and fuselage sections were wood covered. The engine is 250 hp Hispano-Suiza watercooled 6 cyl. in line. Maximum speed is 4,300 ft. in 10 sec. Top speed 125 mph, and a ceiling of 16,000 ft. in 40 sec. It flies at 5,000 ft. in 10,000 ft. in 30 sec., and at 20,000 ft. in 12 min.

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Soucek and "Wasp"  
*break world's altitude record*



Lieutenant Apollo Soucek, U.S.N., and the "Wasp" powered Wright Apache in which he established a new world's altitude record of 43,166 feet. Photo courtesy of U.S. Navy Recruiting Bureau, N.Y.

On June 4 Lieutenant Apollo Soucek, U.S.N. established a new world's altitude record of 43,166 feet with a Pratt & Whitney "Wasp" engine. In climbing his Navy Wright Apache plane to the highest altitude ever recorded, Lieutenant Soucek exceeded the former record by 1,400 feet. The achievement of this record by the Navy's Aeromarine Division is particularly noteworthy in the combination of the skill of a remarkable pilot and the exceptional performance of the "Wasp" engine.

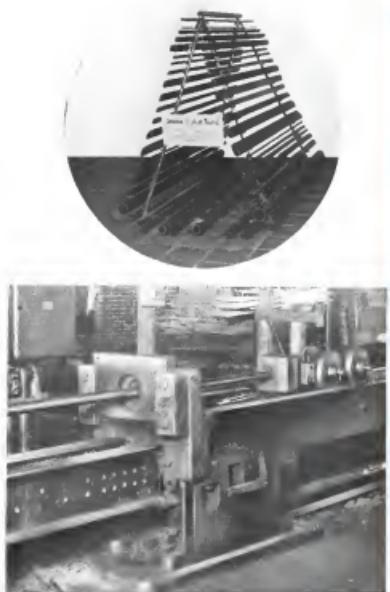
Soucek and the "Wasp" engine again hold world's altitude records for both seaplanes and landplanes. Pratt & Whitney engines hold more than half of

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